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Palmetto AVIATION

Volume 38, Number 9

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STATE DOCUMENTS



topics that should be of interest to those involved in the management and operation of airports within the state. There are also two planned receptions and a luncheon, spouse programs and the obvious recreational activities the island has to offer.

We look forward to seeing you there.

**Conference Schedule
Ninth Annual South Carolina
Airport Conference
November 12-14, 1986
Marriott's Hilton Head Resort
Wednesday, November 12, 1986**

3:00-5:30 PM

Registration

6:00-7:30 PM

Reception

Sponsored by Beaufort County, Henson Airline, Eastern/Atlantis Airline, Ginn Air and Hilton Head Air Service.

(Dinner on your own)

Thursday, November 13, 1986

8:30-12:00 PM

Registration

8:30-9:15 AM

Welcoming Remarks

Invocation: Rev. Phillip A. Hamilton

Mr. John W. Hamilton, Director, SC Aeronautics Comm.

Mr. Edwin S. Pearlstine, Chmn., SC Aeronautics Comm.

Sen. James M. Waddell

Ms. Terry Leary, Deputy Administrator, Beaufort County

9:15-9:45 AM

Mr. Richard Henson, President, Henson Airlines
Mr. Henson will be addressing the assembly in regard to the commuter operations and the industry in general.

9:45-10:30 AM

Airport Safety Committees

Mr. Bill McGill, FAA Southern Region

Ms. Elizabeth Williams, FAA, Atlanta ADO

Airports have traditionally experienced the development, either natural or man-made, of safety problems on and off airport property. This session will deal with the need for, functions of and the "How To's" of Airport Safety Committees.

10:30-10:45 AM

Coffee Break

10:45-11:30 AM

Concurrent Sessions

I. Airports and Economics

Mr. Ralph Strong, Director

Williamsburg County Development Board

Mr. John Hassel, Deputy Director, S.C. Development Board

Dr. Richard Thompson, Clemson University

Mr. Gary LeCroy, Director, Industrial

Development Division, Berkeley County Development Board

Airports and the health of the area economy are interrelated. This session will look at these relationships and their potential for helping communities achieve their goals of economic development.

II. Land Use Planning

Mr. Gary Logston, Aviation Planner

Wilbur Smith and Associates

Mr. Wayne Corley, Airport Engineer

South Carolina Aeronautics Commission

Mr. John Floyd, Airport Planner

South Carolina Aeronautics Commission
Both the FAA and the State of South Carolina have been delegated to encourage and enforce land use ordinances, zoning and other controls to protect airports from encroachment of incompatible land uses and obstructions as well as to protect the community from undue noise from aircraft operations. This session will address the requirements the Aeronautics Commission has been directed to enforce as well as some examples of land use control implementation.

III. FAA Listening Session

Mr. Sam Austin, Manager, FAA, Atlanta ADD

Mr. Bill Pollard, Deputy Director, FAA Southern Region

FAA ASO Air Traffic Division Representative
Aeronautics Commission Representative

Others as available

This session as well as the following is being made available to conference participants to ask questions, air out complaints, discuss problems or any aviation related topic of interest.

11:30-12:15 PM

Concurrent Sessions

I. Airport Liability & Tort Reform

Mr. L. Kennedy Boggs, General Counsel, State Insurance Department

Mr. James E. Bennett, Insurance Reserve Fund Officer, Div. of General Services

Mr. Bill Gambrell, Attorney General's Office

The question of liability insurance for airports is one which frequently comes up when airport owners and operators meet. This session will provide information regarding the State's insurance program as presented by Messrs. Bennett and Boggs and Mr. Gambrell will discuss the potential impacts of tort reform.

II. How To Organize Airshows

Mr. Ron Bowling, Director, Florence City/County Airport

Mr. Jim Craig, Air Show Coordinator, Boy's Home of the South

Both Mr. Bowling and Mr. Craig are experienced in all that is involved in organizing, publicizing, and execution of air shows. They will be speaking on the benefits which can be derived from air shows. All airport sponsors who would like to entertain the thought of putting on an air show will benefit from this session.

III. FAA Listening Session

(See Previous Listing)

If you have not already made plans to attend the Ninth South Carolina Airports Conference, time is short to do so. The conference will be held November 12-14 at the Marriott Hilton Head Resort in the Shipyard Plantation on Hilton Head Island.

If you have not pre-registered, you can still attend and register at the door. The conference registration fee is \$60. A \$25 fee is required for spouses and guests and will cover the luncheon and all planned activities.

The program will cover a full range of

Continued on Page 3



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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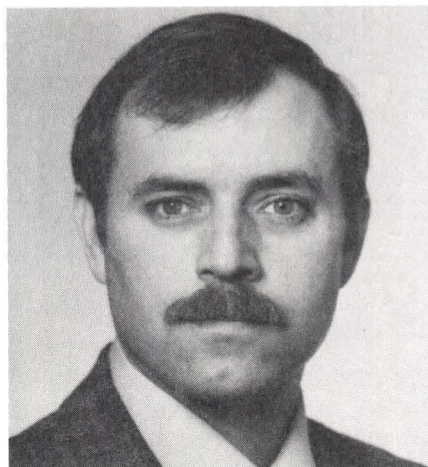
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A. Wayne Phillips New Info Director...



A. Wayne Phillips

From the Editor...

Wayne Phillips Named Information Director

As most of you are aware, *Palmetto Aviation* has been on an extended vacation of late. Bill Goodwin, the editor for the past eight years, has moved on to private business. Since the newsletter is basically a one-man operation, publication was halted until a new editor was hired.

New Editor

Since the nature of this job is to work closely with the public, and in particular the aviation public, a short introduction seems to be in order.

I graduated from USC in 1975 with a journalism degree, and after several odd jobs in restaurants and radio stations, went to work for the S.C. ETV Network as an on-air reporter. I eventually moved into the public information office where I promoted both ETV and PBS Programming on a local and national basis. My last year at ETV was spent as a producer for *Carolina Journal*, a nightly public affairs program. My primary job was to produce, edit and host a weekly program covering the legislature called "Statehouse Week."

Aviation Background

Shortly after finishing Carolina, I joined the S.C. Air National Guard and became an air traffic controller. In 1979, I was fortunate enough to be chosen for pilot training. After two years of school and hard work I earned the wings of an Air Force fighter pilot and returned to McEntire A.N.G.B. where I remain today.

In the seven years I have been flying, I have

gathered about 800 hours of single-engine, single-seat fighter time and an additional 200 hours of multi-engine and training time. I currently fly the F-16 "Fighting Falcon." Before that, I flew the A-7D "Corsair."

Newsletter...Philosophy

As you read this abbreviated issue of *Palmetto Aviation*, note the results of the newsletter survey. A thanks is due to all of you who took the time to express your feelings on the publication.

The commission recognizes, as do most of you, the importance of OUR newsletter. I use the word OUR on purpose, because although the commission publishes the newsletter, in reality it belongs to all of us...the aviation community of S.C.

Rest assured that *Palmetto Aviation* will continue and hopefully grow.

Over the next several months you will probably notice a few changes to the newsletter as we begin to incorporate several of the suggestions we received through the survey. In order to make *Palmetto Aviation* the best publication of its kind, we need the help of our readers. Continue to send in your ideas, suggestions, and gripes. If you are inclined to write articles or have ideas for articles, send them along. If you know of events coming up or people or aircraft others might be interested in, let us know.

Palmetto Aviation belongs to you, the reader. It can grow and change and become whatever you want it to become.

Finally, if you are in Columbia, drop by the office anytime for a cup of coffee and let's see what we can do to make *Palmetto Aviation* the model newsletter that other states will want to copy.

Fly safe!

Continued from Page 1

12:30-2:00 PM

Luncheon

Blessing: Rev. Phillip A. Hamilton

Keynote Speaker: Col. Charles Bolden, Jr., NASA Astronaut

2:00-6:00 PM

Group Sessions, Exhibits, Recreation

(Some speakers will be available for group discussions during this period. If you desire to meet with any speaker, please coordinate with that speaker or with an SCAC staff member.)

6:00-7:30 PM

Reception at The Mariculture Center

(Transportation provided for those who would rather not drive)

Cocktails Sponsored by Aviation Consultants

(See Listing in Brochure)

-MENU-

All-You-Can-Eat Seafood Buffet

Low Country Stew (Shrimp Boil)

Red Rice w/Shrimp, Sausage & Peppers

Fettuccine w/Clam Sauce

Oysters - Steamed & On The Half-Shell

Grilled Beef Strip Loin

Cole Slaw

Iced Tea

Cocktails

Friday, November 14, 1986**8:30-9:15 AM**

Mr. Gene Smith, Director, Golden Triangle Regional Airport

Mr. Smith is a very interesting and vibrant speaker who will be speaking on airport profitability and CFR operations. All those who seek information on how to make their airport more self-supporting or are considering implementing new or revised fire protection procedures will find this session most worthwhile.

9:15-10:00 AM

FAA Procedures

Mr. Bill Pollard, Deputy Director, FAA, ASO

Mr. Pollard will be addressing the conference on the operations and philosophy of the FAA, Southern Region and other topics of interest to the assembly.

10:00-10:15 AM

Coffee Break

10:15-11:45 AM

Concurrent Sessions

I. MBE/WBE/DBE Participation in Airport Development Projects

Mr. Clark Sharpe, Civil Rights Officer, FAA Southern Region

Mr. John Gadson, Director, Small & Minority Business Division, Office of the Governor
Mr. Ted Floyd, Chairman, Carolina's Minority Supply Development Council

The use of minorities in the planning, engineering and development of airports is a topic of interest to all who are involved in any of these processes. This session is designed to relate the requirements and procedures of the FAA and the State to those who may not be acquainted or desire to know more. Mr. Ted Floyd will be presenting information regarding his organizations to supply these services.

II. State Procedures For Airport Procurement And Development Projects

Mr. Virgil V. Carlsen, State Procurements Manager, Budget & Control Board

Mr. Danny Cromer, Clearinghouse Coordinator, Governor's Grant Services Office

Mr. Alan Alexander, SCAC

Mr. Wayne Corley, SCAC

This session is designed to acquaint participants to the services available to airport sponsors from the state with regards to purchases of materials for their airports; the procedures and requirements for the filing for inter-agency review of proposed development projects and the procedures of the Aeronautics Commission for the acquisition of state grant funds for airport development projects.

11:45-12:15 PM

Discussions regarding next year's conference.

Questions???

Prizes???

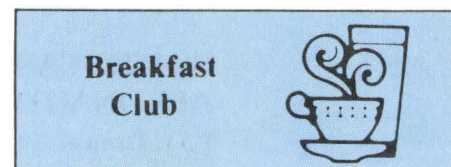
Hawthorne Wins Contract

Hawthorne Aviation, a Charleston fixed base operator, has been awarded a contract to operate Charleston's new East Cooper general aviation airport.

Hawthorne will provide full services at East Cooper including maintenance, fuel and tie-downs as well as such ground support as rental cars.

"We are anxious to get started with this new operation," said Dean Harton, President of Hawthorne. "We will be offering the same fine service at East Cooper that our customers are accustomed to at our location on the Charleston International Airport."

The East Cooper Airport is located on 300 acres near the intersection of Highway 17 and S.C. Highway 41. It is 13 miles from Charleston International



Nov. 16	Dabs Field, Sumter
Nov. 30	Walterboro Municipal, Walterboro
Dec. 14	Sumter Municipal, Sumter
Dec. 28	Greenville Downtown, Greenville

on the 092 radial. Its unicom frequency is 122.7 and the runway is 3700 feet long and lighted.

East Cooper was built to replace the general aviation airport on the Isle of Palms.

- Survey Results -

The results of the newsletter survey from our August issue are listed below. Take a moment and see what your fellow aviators think is important to the flying community in South Carolina.

Obviously we can not list the comments that were sent in, but be assured that we have read all of them. Several of your suggestions have been discussed and hopefully will be integrated into the newsletter over the next few months.

The area of most concern to readers was the timeliness of the newsletter. We

are looking at that now and hopefully will clear that problem up quickly. To do this deadlines for information you want in the newsletter will have to change. I will have more on that next month.

We appreciate all those who say they would be willing to pay a fee for the newsletter, however there are no plans currently being looked at in that regard. The newsletter will continue to be free to the aviation community for as long as possible.

Do you feel that *Palmetto Aviation* is an effective means of communicating aviation news and information to the aviation community in South Carolina?

<u>606</u>	yes	<u>29</u>	no
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What kind of news in the publication do you find to be of the most benefit?

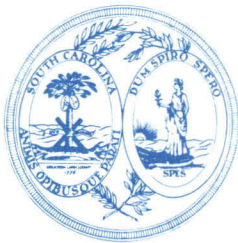
<u>513</u>	local aviation and airport news
<u>202</u>	national aviation news
<u>384</u>	changes in aviation regulations
<u>259</u>	breakfast club and aviation calendar
<u>503</u>	State aviation news

How often do you feel this publication should be issued?

<u>444</u>	monthly	<u>116</u>	bi-monthly
<u>54</u>	quarterly	<u>8</u>	semi-annually

Would you be willing to pay a nominal subscription fee, not to exceed \$5 per year, to subscribe to *Palmetto Aviation*?

<u>354</u>	yes	<u>269</u>	no
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**SOUTH CAROLINA
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Time runs out... when flying in clouds without training

How long can a pilot who has no instrument training expect to live after he or she flies into bad weather and loses visual contact? Researchers at the University of Illinois found the answer to this question--178 seconds.

Twenty student "guinea pigs" flew into simulated instrument weather, and all went into graveyard spirals or roller-coasters. The outcome differed in only one respect, the time required until control was lost. The interval ranged from 20 seconds to 480 seconds. The average time was 178 seconds — two seconds short of three minutes.

Here's the fatal scenario:

The sky is overcast and the visibility poor. That reported five-mile visibility looks more like two, and you can't judge the height of the overcast. Your altimeter says you're at 1,500, but your map tells you there's local terrain as high as 1,200 feet. There might even be a tower nearby because you're not sure just how far off course you are.

But you've flown into worse weather than this, so you press on.

You find yourself unconsciously easing back just a bit on the controls to clear those none-too-imaginary towers. With no warning you're in the soup. You peer so hard into the milky white mist that your eyes hurt. You fight the feeling in your stomach. You swallow, only to find your mouth dry. Now you realize you should have waited for better weather. The appointment was important, but not that important. Somewhere a voice is saying "you've had it — it's all over!"

You now have 178 seconds to live. Your aircraft feels on an even keel but your compass turns slowly. You push a little rudder and add a little pressure on the controls to stop the turn, but that feels unnatural and you return the controls to their original position. This feels better but your compass is now turning a little faster and your airspeed is increasing slightly. You scan your instrument panel for help, but what you see looks somewhat unfamiliar.

You're sure this is just a bad spot. You'll break out in a few minutes (But you don't have several minutes left).

You now have 100 seconds to live. You glance at your altimeter and are shocked to see it unwinding. You're already down to 1,200 feet, instinctively, you pull back on the controls but the altimeter still unwinds. The engine is into the red — and the airspeed is nearly so.

You have 45 seconds to live. Now you're sweating and shaking. There must be something wrong with the controls, pulling back only moves that airspeed indicator further into the red. You can hear the wind tearing at the aircraft.

You have 10 seconds to live. Suddenly, you see the ground. The trees rush up at you. You can see the horizon if you turn your head far enough but it's at an unusual angle — you're almost inverted. You open your mouth to scream but--you have no seconds left.

Adapted from Manitoba Newsletter

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.